

Specification Amendment Schedule

Please replace the first full paragraph of specification page 3 with the following replacement paragraph:

**— BRIEF DESCRIPTION OF THE DRAWINGS**

For a fuller understanding of the nature and objects of the invention, reference should be made to the following detailed description taken in connection with the accompanying drawings, in which:

FIG. 1 is a perspective view of a ramp system incorporating the invention;

FIG. 2 is an exploded perspective view showing the underside of a portion of the FIG. 1 system prior to its assembly;

FIG. 3 is a fragmentary perspective view showing the mode of assembling the

FIG. 1 ramp system, and

FIG. 4 is a fragmentary perspective view showing the underside of the FIG. 1 ramp system. —

Please replace the last full paragraph of specification page 3 with the following replacement paragraph:

## — DESCRIPTION OF THE PREFERRED EMBODIMENT

Referring to FIG. 1 of the drawings, our ramp system 8 comprises a launch ramp shown generally at 10 and a landing ramp showing generally at 12, which ramps are interchangeable. The ramps are arranged back to back and have corresponding upper ends 10a and 12a which are connected together to form a cusp or peak-14. The ramp lower ends 10b and 12b are spaced relatively far apart and define relatively sharp edges which lie in a common plane. Thus, when the ramp system is placed on the ground or other support surface, a rider rolling along the ground can ride up one ramp and return to the ground via the other ramp. —

Please replace the first full paragraph of specification page 6 with the following replacement paragraph:

— As shown in FIGS. 1 and 3, when two ramp sections 22 are positioned back to back, the tongues 42 of one section are disposed opposite the notches 44 of the other section so that the former can be received in the latter. Preferably, the tongues 42 are upwardly curved. More specifically, the inside surface 42a of each tongue has cylindrical curvature with a radius that more or less matches that of the rail 14. This allows the rail 14 to seat on the tongues of the two ramp sections 22 forming one of the ramps, i.e. ramp 10 in the drawings, so as to bridge the notches 44 in that ramp. As best seen in FIG. 2, the rail 14 may be secured to the tongues of that ramp 10 by threaded fasteners 46 which are inserted through holes or passages 48 in tongues 42 and turned down into holes 50

present in rail 14. When the rails are secured to the two ramp sections 22 comprising ramp 10, the rail extends the entire width of that ramp and bridges all of the notches 44 therein. If rail 44 constitutes a tube, it is preferably provided within plugs or caps 14a to close and finish the ends of the rail. —

Please replace the last full paragraph on specification page 7 with the following replacement paragraph:

— The illustrated foot 62 is in the form of a cup which is pushed into a cylindrical receiver 64 formed by radial rib features 24a (FIG. 4) in the underside of each ramp section 22. —